

Established February, 1845.

PRICE \$2 PER MONTH

Shipping

For Sale.

MacEwen, Frickel & Co.

VICTORIA EXCHANGE.

QUEEN'S ROAD CENTRAL.

HAVE FOR SALE

THE FOLLOWING

STORES.

EX AMERICAN MAIL STEAMER.

Smoked HAMS.
Golden SYRUP in Gallon Tins.
Assorted SYRUPS.
COTTAGE'S Table FRUITS.
ASPARAGUS.
Queen OLIVES.
Sausage MEAT.
CAVIAR.
Potted MEATS.
MACKEREL in 5lb Tins.
Eagle Brand MILK.
Lamb's TONGUES.
Green CORN.
Baked BEANS.
BROWN.

A LARGE ASSORTMENT

COOKING AND PARLOUR

STOVES.

AGATE IRON WARE COOKING
UTENSILS.
WOLFE IRONS.
CHARCOAL IRONS.
KEROSENE LAMPS.
NONPAREIL KEROSENE OIL.

WINES, &c.

SPARKLING SAUMUR, Pils. & Qts. @
\$11 and \$12.
CUP CHAMPAGNE, Pils. & Qts. @ \$12
and \$14.
SACONNE'S SHERRY.
SACONNE'S INVALID PORT.
ROYAL GLENDELL WHISKY.
JAMESON'S WHISKY.
OLD BOURBON WHISKY.
HEARNS' CHERRY CORDIAL.
ASSORTED LEQUEURS.
DRAUGHT, ALE and PORTER.
&c., &c., &c.

THE USUAL ASSORTMENT

OILMAN'S STORES,

at the

Lowest Possible Prices

FOR CASH.

MacEwen, Frickel & Co.

Hongkong, July 1, 1886. 1263

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG AND SINGAPORE.

THE Steamship *Prinz Georg*, Captain
PLEYER, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to the
Under-Signed for counter-signature, and to take
immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignees' risk and expense, and no
Fire Insurance will be effected.
Optional Cargo will be forwarded on to
SHANGHAI, unless notice to the contrary be
given before Noon To-day, the 19th inst.
All Claims against the Steamer must be
presented to the Under-Signed on or before
the 29th instant, or they will not be re-
cognized.

RUSSELL & Co.,

Agents.

Hongkong, July 19, 1886. 1300

To-day's Advertisements.

PUBLIC AUCTION.

THE Under-Signed has received instructions
to Sell by Public Auction, on

THURSDAY,

the 29th July, 1886, at 2 p.m., at No. 6,
Old Bailey,—

THE WHOLE OF THE

HOUSEHOLD FURNITURE, &c.,

comprising:—
BOMBAY BLACKWOOD CARVED SOFA and
CHAIRS.
OXBONE-COVERED DRAWING-ROOM
SUITE.
BLACKWOOD MARBLE-TOP TABLE, CHIMNEY-
GLASS, PICTURE, KEROSENE CHAIRS, and
LAMP, and SEVERAL IRON BEDSTEPS.
WARDROBES, WARDROBE with PLATE GLASS
DOOR, MARBLE-TOP BUREAU, BUREAU with
GLASS, CHILD'S COT TOILET TABLE, and
GLASS, and WARDROBE.
TRUNK EXTENSION DINING TABLE, SPIN-
BOARD and WHISTON, DRESSER, BEDSTEAD
and Tea Set, GLASS, and PLATED WARE.
&c., &c.

Catalogues will be issued.
TERMS OF SALE.—As customary.

—J. M. ARMSTRONG,

Auctioneer.

Hongkong, July 27, 1886. 1445

THE GIBB LINE OF STEAMERS.

FOR SYDNEY (DIRECT) AND

MELBOURNE.

(Taking through Cargo to ADELAIDE,
TASMANIA and NEW ZEALAND.)

The British Steamer
JOHN, Capt. E. ALABON, will
be despatched as above
on TUESDAY NEXT, the 3rd August, at
4 p.m.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, July 27, 1886. 1446

To-day's Advertisements.

FOR SHANGHAI.

The Steamship
Ningpo,
Capt. T. ROY, will be
despatched for the above
Port TO-MORROW, the 28th instant, at
4 p.m., instead of as previously notified.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, July 27, 1886. 1446

NOTICE.

Dr. H. POATE,
Dental Surgeon.

HAS returned to the Colony, and may
now be CONSULTED as before at
his ROOMS, BANK CHAMBERS, Wyndham
Street.

Hongkong, July 27, 1886. 1447

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

ALEX. McNIE, American ship, Capt. G.
W. David.—Messageries Maritimes.
ARNOLD SMITH, American ship, Capt.
R. B. Brown.—Arnold, Karberg & Co.
ANNIE W. WESTON, American barque,
Capt. Wm. Duncan.—Master.

BAS J. L. BOWEN, Amer. barque, Capt.
John A. Pinn.—Chimney.
BENJAMIN SWALL, American ship, Capt.
Turner.—Pinn & Co.

CARRIE HICKLE, American barque, Capt.
H. P. Prince.—Adamson, Bell & Co.
COLLEA, American barque, Captain L. H.
Hovens.—Arnold, Karberg & Co.

FUSCHENBERG, German barque, Captain H.
Spiesen.—Siemens & Co.
HARTER, British steamer, Capt. Grandin.
—Russell & Co.

HATTIE N. BANGS, Amer. barquentine,
Capt. E. Bangs.—Gonsalves & Co.

J. D. PRINCE, American ship, Capt. G.
A. Lane.—Messageries Maritimes.

LEUCY A. NICHOLS, American ship, Capt.
C. M. Nichols.—Edward Schellhaas & Co.

McLAURIE, American ship, Capt. Jas. H.
Little.—Malchers & Co.

OLMES, American ship, Captain Dillon.
—Malchers & Co.

R. R. THOMAS, American ship, Capt. P.
B. Nichols.—Adamson, Bell & Co.

REVOYING LIGHT, British ship, Capt. J.
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Herrington.—Douglas Lapsack & Co.

ZOGAVE, American ship, Captain Robert
C. Lope.—Order.

ARRIVALS.

Decima, German steamer, 963, P. Oest-
mann, Saigon July 22, Rice.—SIEMSEN
& Co.

Duburg, German steamer, 921, C. F. Ber-
talan, Manila July 23, General.—BUN HIN
CHAN.

Sarat, British steamer, 1,670, R. G.
Murray, Shanghai July 24, Tea and Silk.
—P. & O. S. N. Co.

Murphy, British steamer, 2,164, R. G.
Murray, Bombay July 10, and Singapore
22, Mails and General.—P. & O. S. N. Co.

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tarboon.

THE INDO-CHINA STEAM NAVIGATION COMPANY (LIMITED).

The fifth ordinary general meeting of this company was held at the Cannon-street Hotel, London, on the 21st June, Mr. James Macdonald in the chair.

The Secretary having read the notice convening the meeting, the President reported, and accounts were taken as read.

The Chairman then said that he was glad the Board met the shareholders this year under more favourable auspices than on some previous occasions. The report treated so fully of all matters of interest affecting the company that he would be justified in resuming his duties with a clear conscience, and in the course of his remarks he would endeavour to afford all additional explanations that the shareholders might think called for. First, as regards the fleet, it had been kept up in its usual high state of efficiency, all defects being made good in the annual overhaul. The older vessels continued to do excellent and effective service, and the new vessels added in 1885 had all proved very successful. The *Lea* in particular being greatly approved of in China. The unexpected loss of the *See Wai* had proved an unfortunate disaster for the company. Up to the end of 1885, and for three months subsequently, the directors had indulged in a confident belief that they had got the underwriting account into a very satisfactory position, as possessing the nucleus of a reserve which would enable the company to meet any ordinary losses that might reasonably be expected to arise. The telegram announcing the loss of this fine vessel placed the account in a very different position. Captain Hankinson had been exonerated from blame by a Court of Enquiry, but the decision of the Court was not in favour of the company, and the directors had to take the view that all the provisions had been taken which were reasonable for running the vessel in so thick fog as then prevailed. However, they had not been able to prevent the vessel from being lost, and the directors were not sorry to hear that it had succeeded in obtaining the command of a vessel elsewhere. The question of replacing the *See Wai* had engaged the attention of the Board, but no decision was yet arrived at. It was possible that any new vessel might be better suited to the planned for the Calcutta line for the Coast line, and on this subject communications were going on with the General Managers. The Calcutta line had caused some anxiety to the Board in consequence of the considerable competition encountered there, especially between Calcutta and the Straits. The subordinated Austrian Lloyd's Line had also commenced to compete in carrying opium at reduced rates to China. The Board are endeavouring to make arrangements for minimizing this evil as much as possible; and at the commencement of this year, a new system of departures was organized with the view of increasing the number of opportunities to shippers, and of causing less detention in port to the steamers. This has met with some opposition from the opium shippers, who are a very conservative body, and are wedded to the old arrangement of simultaneous departures; but in time they will doubt that they would recognize the convenience and advantage of the change, and he hoped that it might lead to some expansion of the trade through the facilities afforded. The continued depression in the shipping trade had added to the difficulties for shippers are always more disposed to make inroads into new ground when there is but little employment in their own special trades. When freight improves generally, the intensity of past opposition will, no doubt, diminish. In the previous session, he considered that great credit was due to the General Managers in China for the manner in which they had worked the various lines, and for the results which they had obtained from them. From various causes, from improvement in the general trade of China, from the cessation of the French hostilities, and from our having secured a portion of the tribute Rize, we have done a better business in 1885 than previously. In reporting these results he was glad that the shareholders had at last some adequate reward for their patience and waiting. (Cheers.)

After writing off the full customary depreciation on the vessels, and £10,000 from the purchase of the business (an item which he had before announced that the directors meant to deal with on the first favourable occasion), the Board was enabled to recommend a dividend of 7 per cent, which he was sure would prove very satisfactory to the meeting. (Cheers.) The Chairman then went briefly through the items in the accounts, remarking, with respect to the subscription capital, that there was still over £100,000 in the hands of the company would require this additional amount to do justice to their business, and to occupy their proper position in the shipping trade. Whenever building operations should render it necessary to call for this sum, he trusted the shareholders would be prepared to take up their proportion of the investment, and he thought they would have no reason to regret it. The balance at credit of underwriting account would be wiped up by the loss of the *See Wai*, but he hoped the premiums of 1886 would more than cover the claims against them. Unfortunately, he had been too frequent, but many of them arose from the condition of the river Peiho, now a very crowded stream, where the navigation was conducted with no little difficulty. The river had been shoaling, and the dredging appliances were insufficient to maintain an adequate waterway to so important a city as Peking. The officers of the steamers could hardly be blamed for these casualties until the condition of the river was improved. The loan of £50,000 had already been reduced, and if additional capital was placed it would disappear. The only other liability in the accounts of 1885 was the balance of the rate ruling on the 31st December last. Considering that the greater part of these are our working capital, not intended to be removed from China, and not affected by the fluctuations in exchange, the Directors thought this course quite unnecessary, and that to write off a sum as a reserve of £14,150 was sufficient to cover the revenue of the year. The average exchange of 1885 will be still lower, and for this provision is made. We carry forward a balance of £1,387,638, and have some other items applicable to the purpose, so that in the accounts of 1886 we shall be in a position to make available for remittance here to a fair and adequate value. In conclusion, he wished to impress up on the meeting that they had a large and valuable business, and one which was naturally expanding. In the expansion, the movement of China between China and the Straits Settlements with the adjoining native territories was likely to be a prominent feature. The Board desired that the company's operations should expand with the field open to them, and in so do-

ing, he trusted that the results would continue to prove profitable to the Shareholders. (Cheers.) He begged to move that 'The Report of the Directors and the Accounts for 1885, as presented, be approved and passed.'

Mr. W. S. Steel seconded the motion, observing that he regarded the undertaking as exceedingly sound, and the company's future prospects as very encouraging. No questions being asked, the motion was put to the meeting, and carried unanimously.

The Chairman then moved that 'The Dividend of seven per cent, on the Share Capital, recommended in the Report, be, and is hereby declared, payable on 1st July.'

Mr. Joss suggested that the Dividend should be paid without deduction of income tax, and the Chairman, while pointing out that deduction was the practice of most Companies, promised that the Board would consider the suggestion as far as related to future years.

The Chairman moved, and Mr. Warren seconded, that Mr. W. S. Steel be re-elected a Director, which was carried unanimously, and Mr. Steel returned thanks.

Mr. Joss moved 'That Messrs. Turquand, Youngs & Co. be re-elected Auditors.' Mr. Gavin Anderson, in seconding the motion, could testify from personal knowledge that the members of that firm gave the closest attention to the accounts under their supervision, and carefully protected the Shareholders' interests.

On the motion of Mr. C. A. North, seconded by Mr. W. R. Scott, a vote of thanks to the Chairman and Directors was passed. The Chairman returned thanks for the kind remarks as also on behalf of Messrs. Jardine, Matheson & Co., who he had no doubt were included in the terms of the motion. (Cheers.)

The Meeting then separated.

THE FRENCH IN TONG-KING.

Seeing all the difficulties that France has with her present colonies it appears strange (says the *St. James's Gazette*) that she should hanker after more. Tong-King has been to her little but a source of expense and trouble. The expeditionary force has had all kinds of casualties: poor Admiral Courbet, furnished by the navy; General Bréard de Lisle by the marines; General Millot, de Courcy, Wagnon, &c., by the army; but none of these succeeded, and all were in turn superseded. Not only was there heavy loss among sailors, marines, and soldiers, but we are assured that General de Courcy and Wagnon were with difficulty prevented from fighting a duel the other day. After the failures above referred to it was determined to try a civil Governor, and the *see* Paul Bert was sent out. But we are to believe letters addressed to the Tong and the *Debate* matters have gone from bad to worse. The new Governor has all the fighting elements opposed to him, and is 'the victim of voluntary insults on the part of his subordinates.' The other day when he wished to show the Ambassador sent by the King of Annam a present by torchlight with music, General Joubert refused to send a military band. When M. Paul Bert wished to go up the river to Hue on board the *Estoc*, the *Estoc* was run on a sandbank; and a gunboat which accompanied her steamed on, leaving the Governor surrounded. We are told that at Haiphong the attitude of the officers towards M. Paul Bert was so hostile and unbecomingly on board the *Brionnet* that he had to change to another vessel.

CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—JULY 25.

Station.	Barometer at 29.92 in.	Thermometer.	Humidity.	Direction.	Force.	Weather.	Rain during previous 24 hrs.
Manila.	29.76	80	86	SW	5	0	1.61
Haiphong.	29.65	91	67	S	1	0	—
Hongkong.	29.60	83	83	E	1	0	—
Amoy.	29.60	81	91	E	1	0	—
Foochow.	29.73	89	64	NNE	4	0	—
Shanghai.	29.83	—	—	—	—	—	—
Witsoek.	29.85	67	—	SW	2	1	—

AT 10 A.M.—JULY 26.

Station.	Barometer at 29.92 in.	Thermometer.	Humidity.	Direction.	Force.	Weather.	Rain during previous 24 hrs.
Batavia.	29.76	79	86	SW	2	0	—
Haiphong.	29.63	78	98	NW	1	0	—
Hongkong.	29.68	82	85	E	3	0	0.55
Amoy.	29.72	81	88	NNE	2	0	0.96
Foochow.	29.83	—	—	—	—	—	—
Shanghai.	29.80	—	—	—	—	—	—
Nagasaki.	29.80	—	—	—	—	—	—
Witsoek.	29.84	68	100	—	—	—	—

The barometer is rising, and gradients for S. winds are slight. The temperature is moderate, the humidity great and overcast and squally weather prevails.

W. DOBSON, Government Astronomer, Hongkong Observatory, Wednesday, July 26.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, in blue sky, a detached cloud, a drizzling rain, fog, gloomy, hail, lightning, a overcast, passing showers, equally, rain, a snow, a thunder, a visibility, a dew (wet).
7. RAIN, in inches, tenths and hundredths.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

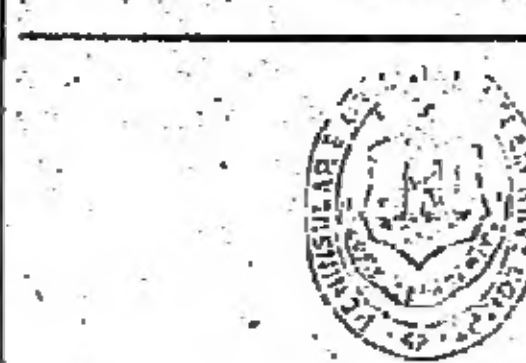
IT IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly but more complete and prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal, will welcome the change. The *Overland China Mail*, now a weekly journal of news from the Far East, contains special Commercial Intelligence, and tables of Shipping, and other information: The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press. The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

Subscription: Per Annum, £12.00, postage, £1.00. Quarterly, £3.00, " 0.25. Single Copy, 0.50.

China Mail Office, Hongkong.

Mails.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *SURAT*, Captain R. G. MURRAY, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, 29th July, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for MARSEILLES.

E. L. WOODIN, Acting Superintendent, Hongkong, July 16, 1886. 1378

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 3rd August, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent, Hongkong, July 13, 1886. 1355

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 12th August, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

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For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent, Hongkong, July 24, 1886. 1433

STANDARD LIFE OFFICE.

NEW ASSURANCES.

FROM 1860 to 1885... £2,492,988.
" 1865 to 1880... " 2,815,455.
" 1860 to 1865... " 3,824,365.
" 1865 to 1870... " 5,713,513.
" 1870 to 1875... " 6,048,364.
" 1875 to 1880... " 6,193,183.

Since 1880 there is a still further increase.

The Total existing Assurances exceed £20,000,000, while upwards of Eleven Millions Sterling have already been paid in DEATH CLAIMS.

PREMIUMS IN CHINA. EXCEPTIONALLY MODERATE.

For full Particulars, apply to THE BORNEO COMPANY, LIMITED, Agents, Hongkong, June 1, 1886. 1076

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 5th of August, 1886, at Noon, the Company's Steamship *172*, Commandant GENTRE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 4th August, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, July 24, 1886. 1430

Insurances.

NOTICE.

THE UNDERWRITERS are prepared to accept Risks on First Class Goods at 1 per cent. net premium per annum.

NORTON & CO., Agents, Hongkong, May 19, 1881. 938

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Underwriters, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO., Hongkong, January 1, 1882. 14

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Underwriters are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein; on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A.D. 1720.

THE Underwriters having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co., Hongkong, July 25, 1872. 496

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Underwriters having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNOLD, KARBURG & Co., Hongkong, November 5, 1883. 856

Intimations.

SUMMER TIME TABLE.

THE KWONGLOO FERRY.

STEAM-LAUNCH MORNING STAR.

Runs DAILY as a FERRY Boat between Paddar's Wharf and Tsim-Tai-Tai at the following hours:—This Time Table will take effect from the 15th APRIL, 1886.

WEEK DAYS.—SUNDAYS.

Leave S. 7.00 A.M. Leave H.K. 7.00 A.M.

8.00 " 8.30 " 7.30 " 8.00 "

8.50 " 9.00 " 8.00 " 10.15 "

9.40 " 10.15 " 10.30 " 1.00 P.M.

10.45 " 12.30 P.M. 12.30 P.M. 1.00 P.M.

12.45 P.M. 1.00 " 1.30 " 2.00 "

1.30 " 2.00 " 2.30 " 3.00 "

2.20 " 3.00 " 3.30 " 4.00 "

3.30 " 4.00 " 4.15 " 4.30 "

4.10 " 4.30 " 4.50 " 5.10 "

4.50 " 5.10 " 5.30 " 5.40 "

5.25 " 5.40 " 5.55 " 6.15 "

5.55 " 6.15 " 6.45 " 7.00 "

6.45 " 7.00 " 7.15 " — "

7.15 " — " — " — "

There will be no Launch on Monday and Friday, on account of cooling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES.

Reprinted from 'The China Mail' WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had of the Office of THE PRESS, Messrs. LEE, CRAWFORD & Co., Messrs. KELLY & WALSH, and Mr. W. BREWER.

Price, 50 Cents.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.

1. From Naval Yard to Blue Buildings.
2. From Blue Buildings to East Point.
3. From East Point to Kowloon Island.
4. From Kowloon Island to North Point.
5. From North Point to Kowloon Wharves.
6. From Kowloon Wharves to Jardine's Wharf.

Section.

1. From Naval Yard to Blue Buildings.
2. From Blue Buildings to East Point.
3. From East Point to Kowloon Island.
4. From Kowloon Island to North Point.
5. From North Point to Kowloon Wharves.
6. From Kowloon Wharves to Jardine's Wharf.